

R1200GS / R1200GSA

For Models with Electronic Suspension Adjustment (ESA)

"SprayStopper"

The BestRest SprayStopper is designed to reduce the amount of road grime that sprays on the back of your legs, your passenger, and the sides of the bike when riding wet or muddy conditions. The SprayStopper closes off most of the rear wheel well with a rubber shroud that contains the wheel spray and directs it back where it belongs – on the road, not your clothing. The SprayStopper also protects your shock absorber from the abrasive grit thrown up by the rear tire.

Thanks for purchasing a BestRest Product. May the Lord God bless you, watch over you, and keep you safe as you travel the world on your motorcycling adventures.
David & Judy Petersen

Level of proficiency required:

Moderate

Tools needed for installation:

Scissors to trim the rubber sheeting
Side cutters or dykes to trim the zip ties
Spray bottle, shampoo, or water based lube
Hooked tool or screwdriver
Cordless drill and 3/16" drill bit

Your parts package should contain:

1 – SprayStopper
12 – large nylon zipties

Installation

It's not necessary to remove the rear wheel, but it makes the job MUCH easier.

Remove the upper tool tray and set it aside.

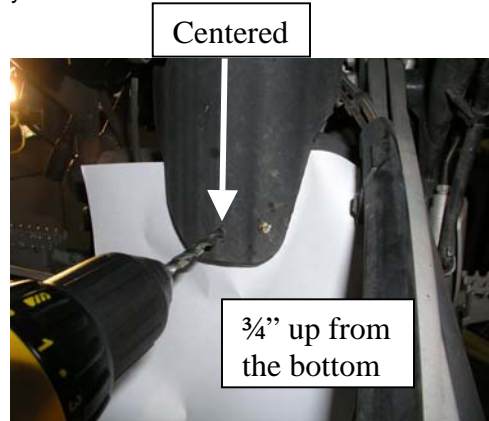
The SprayStopper (SS) is manufactured from commercial grade, embossed neoprene. Minor blemishes are normal. Use care to prevent tearing of the sheet during the installation process. Tearing is not covered under warranty.

Optional Installation Process: While not absolutely required, we highly recommend you perform the next step. It keeps the SprayStopper aligned properly, preventing it from moving due to the motion of the rear suspension.

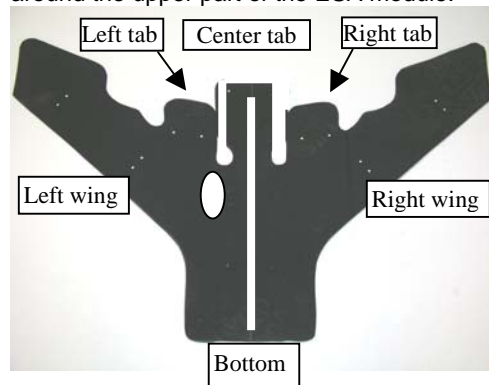
Mark a point 3/4" up from the bottom of the rear shock's plastic protector shroud, centered left and right. Drill a 3/16" hole. Be careful the drill bit does not over-penetrate and make contact with the shock spring.

This hole will provide an anchor point for a ziptie, which will be fitted later.

Here's a photo showing the rear shock plastic shroud. The hole is centered on the shroud, and 3/4" up from the bottom. We slipped a piece of white paper behind the shroud so you could see the outline.



The "tire side" of the ESA SprayStopper is shown in the next photo. The large cutout fits around the upper part of the ESA module.



The SS has a white chalk line down the middle. This line should be on the inside of the wheel well, facing toward the rear tire, and should be aligned approximately with the middle axis of the motorcycle.

It's helpful to spray the SS with a small amount of water, mixed with shampoo. This helps the rubber sheeting slip into place between the frame and the fender.

Hold the SS up against the inside of the wheel well, then carefully and gently slip each tab up thru the gap between the frame and the plastic electrical component tray.

These photos show installation on a non-ESA equipped GS. Installation is the same except for the large cutout that fits around the upper end of the ESA module ...

In the next 4 photos the YELLOW arrow points toward the front of the motorcycle.

My finger points to the gaps between the frame and the tray where the tabs will fit.

The right tab slips between the frame and the electrical box,



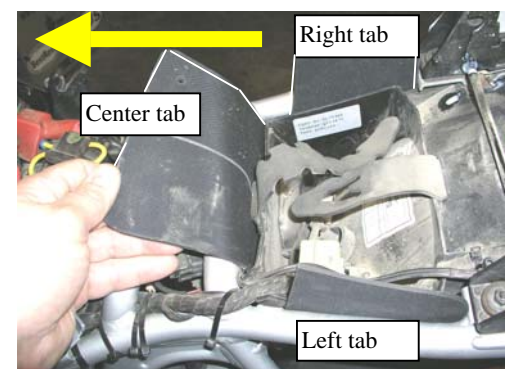
The left tab slips between the frame and the electrical box.



The center tab slips up between frame and the electrical tray. If any wires are in the way, push them gently aside..



Carefully pull all 3 tabs up thru the gaps as shown. Pull the tabs up gently and be careful not to tear the rubber sheeting.

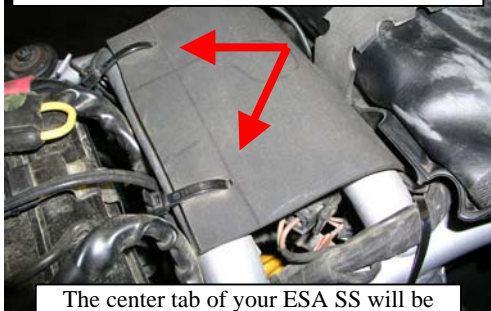


It will be necessary to “gently persuade” the SprayStopper to fit between the ESA module and the top of the shock absorber. Work carefully and gently, don’t tear the sheeting.

Note: When fitting the zipties, don’t pull them tight until everything is in place and final fitment of the SS has been adjusted. Use care when pulling the zipties thru the holes in the SS or you may tear the material.

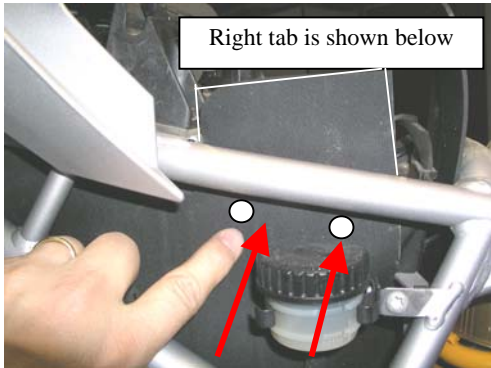
Pull the Top Tab over the top of the shock and use zip ties to secure it to the front shock crossover tube, as shown in next photo:

Ziptie the top tab to the crossover frame member in front of the shock absorber



The center tab of your ESA SS will be narrower than shown in this photo. No worries, it’s the same process.

Secure the Right Tab to the frame. There are two holes in the Right Tab to receive zipties.

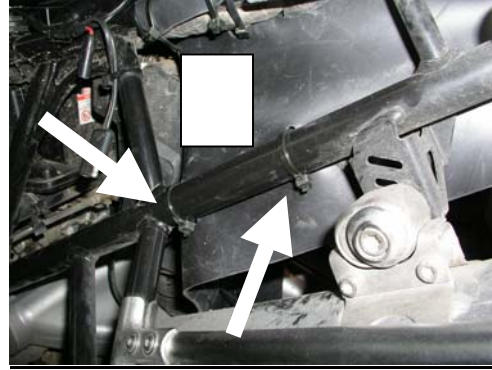


Right tab is shown below

Insert a ziptie into each hole, pushing the tip of the ziptie upward along the plastic tray so that the ziptie is pointing up. Wrap the extra rubber of the tab around the frame and secure it with the ziptie.



This photo shows the left side and the two zip ties that hold the SS to the frame, just in front of the muffler mounting bolt. Not shown in this photo is the ESA module. The cutout in the sheeting fits around the upper portion of the module where the white box is shown.



We’ve provided a flapped cutout so you can plug accessories into the electrical port.



Note: Before you replace the upper plastic tray you will need to rotate the ziptie clamps so that they’re pointing downward, or the tray will not fit properly. This next photo shows the zipties rotated downward so they don’t interfere with upper tray placement.



From the underside of the wheel well, slip the wings into the gap between the plastic inner fender and the frame.

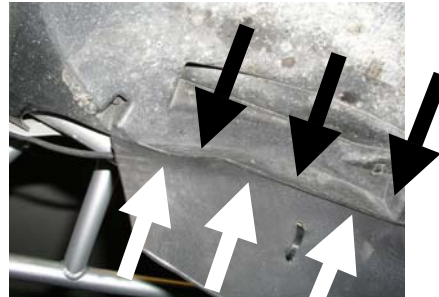


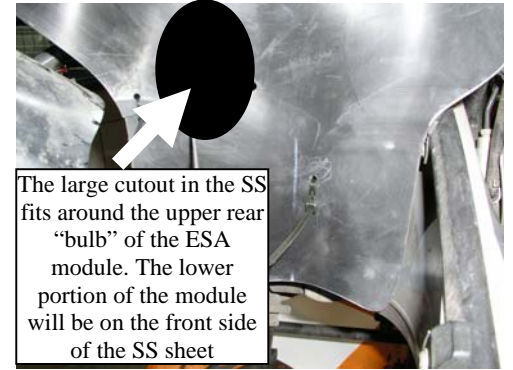
Photo taken from inside of wheel well, camera pointing upward

Depending on your bike, the gap between the plastic inner fender and the frame can be wide enough to allow the rubber sheeting to slip into place, or the gap can be quite narrow, making insertion of the wings a real chore. We found a mechanic’s hook useful to pull the fender away from the frame. If you don’t have a hook, use a screw driver or other tool. Remember to wet the sheeting with soapy water.



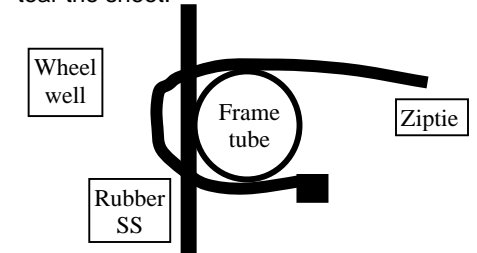
From inside the wheel well, looking forward, use a large

ziptie to attach the SS to the bottom of the shock plastic shroud.

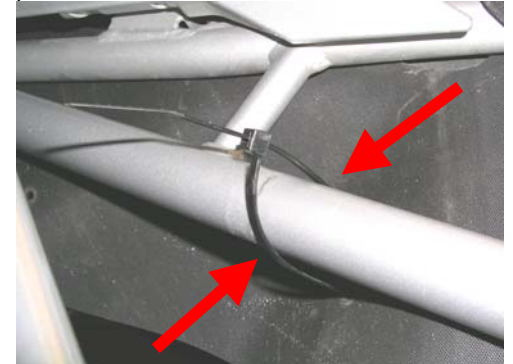


The large cutout in the SS fits around the upper rear “bulb” of the ESA module. The lower portion of the module will be on the front side of the SS sheet

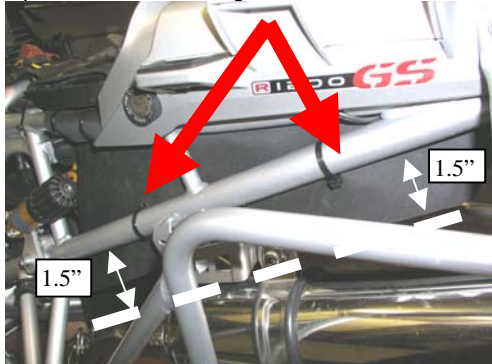
Use zipties to attach the SS to the side frame rails. The pairs of two holes in the wings of the SS allow a ziptie to go under the frame tube, thru the sheet, back thru the sheet, then over the top of the frame tube again. Use care when tightening the zipties so you don’t tear the sheet.



Here’s another photo showing a ziptie being placed on the frame tube.



On the sides secure the SS to the frame with zipties. Two on the right side, 3 on the left.

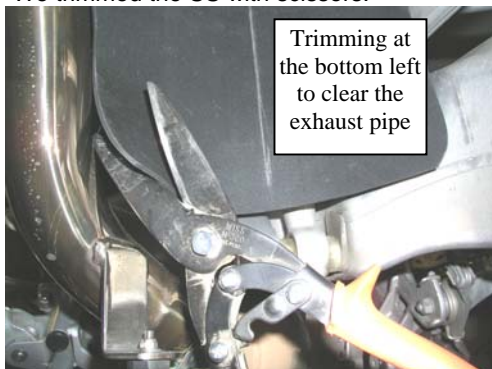


The bottom edge of the SS should hang down about 1-1/2" below the edge of the frame tubes, as shown above.

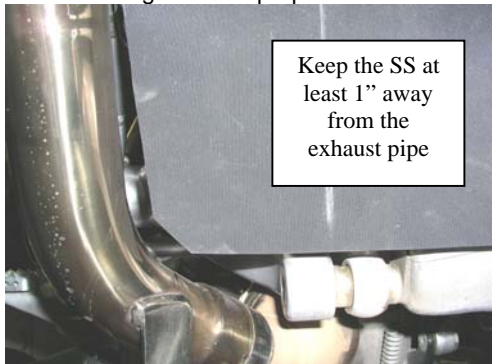
Depending on your exhaust system you may need to trim the SS. These photos show a Metal Mule exhaust. Bikes with BMW exhaust installation is similar.



We trimmed the SS with scissors.

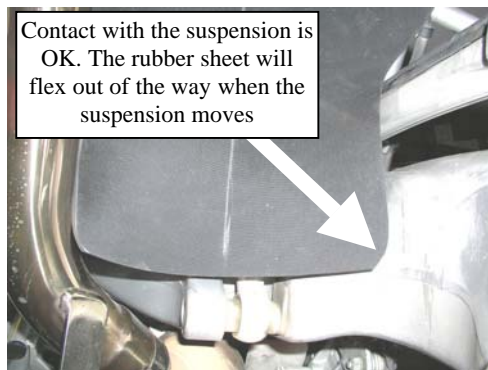


After trimming we have proper clearance.



On the right side the SS will be in contact with the rear suspension arm. You don't

need to trim here because the SS slides harmlessly against the housing.



Now that the SprayStopper is in place, tighten all the zipties. Use common sense and don't cinch down so hard that you tear the rubber sheeting. Snip off the loose ends of the zipties.

Replace the upper tool tray and make sure it fits down properly on the frame. Replace the seat and installation is complete.

Now when you ride in the rain (or mud) the SprayStopper will keep all the road crud from spinning up onto your leg, the back of the motorcycle, and the shock absorber. Before the SprayStopper was in place, this area was completely open and road spray would soak our boots and lower legs.

Care, Maintenance & Safety

Maintaining the SprayStopper is easy – just hose it down when it gets dirty. Heavy buildups of mud or ice may cause tearing at the zipties, so wash the SS regularly.

Prevent exposure to temperatures over 225F. The sheeting has good resistance to alkalis and acids, and moderate resistance to oils. To prolong service life, prevent long-term exposure to sunlight, just as you do with any motorcycle.

Make sure the SprayStopper is attached securely before you begin your ride. Adjust as necessary. Replace or remove the SprayStopper if you see any tears in the rubber material or loose zipties. If the SprayStopper comes loose it could lodge against the exhaust system, melting and discoloring the exhaust system and possibly resulting in a fire hazard, or it could become entangled in the rear wheel causing loss of vehicle control. Don't take chances – always do a pre-ride check before you hit the road.

Don't proceed with product installation unless you are qualified to complete the installation in a safe fashion and as described herein. Do not use these products unless you have read all instructions and understand how these products work and what limitations, if any, they may have.

It is the responsibility of the Consumer to evaluate the suitability of these products for personal use. Consumers must evaluate whether these products

meet their needs and whether these products can be mounted and used in a safe fashion. The Consumer accepts full and complete responsibility for selection of products and for mounting and maintenance of these products. The Consumer agrees to follow and abide by any and all instructions, warnings, recommendations, or other information supplied or published by BestRest Products.

It is the Consumer's responsibility to inspect all screws, fasteners and fittings on a daily basis, tighten or replace them as necessary, and to regularly inspect the mounting hardware for signs of missing parts, excessive wear, metal fatigue, or imminent failure. Should any of these be observed the assembly should be removed from the motorcycle and not used until inspected and repaired by BestRest.

BestRest Products, its employees, agents, and owners assume no liability whatsoever for property damage, personal injury or other losses resulting from the Purchaser's failure to properly maintain the products, for unauthorized modifications of any kind, for use of unauthorized parts (including bushings, screws, pins, or other fasteners), or for use of any BestRest Product in a fashion not intended by BestRest or described as a suggested application in BestRest literature.

Because installation of these products is done by others outside our control, we cannot assume any liability or responsibility whatsoever for improper or unsafe installation, or installation which is contrary to published instructions, for products that are improperly secured or maintained, or that are improperly tightened or otherwise secured, or which are otherwise improperly fitted to the motorcycle.

Only authorized, and approved replacement parts, assemblies, nuts, washers, screws, fasteners or fittings may be used when mounting, installing, or repairing any BestRest Product. Authorized replacement parts may be purchased only from BestRest Products. Parts from other sources or vendors are not covered under warranty and will void any Consumer claims against BestRest or others. Any use, modifications, or applications of any BestRest Product, other than those authorized by us in writing, are specifically prohibited.

Because this product may require the purchaser make minor modifications to fit their motorcycle, the SprayStopper is not eligible for return or refund once mounted on the motorcycle. If you mount, modify or cut the rubber sheeting the SprayStopper is not eligible for return or refund.

For full legal disclosures and a description of our warrantee, please refer to our website:

www.bestrestproducts.com

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